

**MEETING SUMMARY**  
**DOWNTOWN BALLARD PARKING WORKGROUP**  
**FEBRUARY 20, 2004**  
**BALLARD NEIGHBORHOOD SERVICE CENTER**  
**8:00 - 9:00 AM**

**ATTENDEES**

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Sue Allegra, All the Kings Flags & Ballard

Chamber

Kevin Carrabine, resident

Steve Cohn, Ballard District Council

Crystal Carlson, Great Harvest Bread

Company & Ballard Chamber

Mary Hurley, Downtown Ballard Merchants

Association

Dave Janis, Bicycle Alliance of WA

Karen Lee Kimber, Swedish Medical Center

Beth Miller, Ballard Chamber of Commerce

Rob Mattson, Department of Neighborhoods

Meghan Shepard, Seattle Department of  
Transportation (SDOT)

Randy Wiger, SDOT

Notes prepared by Randy Wiger, SDOT

**ACTION ITEMS**

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- SDOT will provide workgroup members with copies of the parking study conducted at Hiram E. Chittenden Locks (and surrounding neighborhood) in August 2003.
- SDOT will distribute flyers informing businesses and residents on the 5400 block of Ballard Avenue NW of the installation of “No Parking Mondays 2:30 a.m. – 5:00 a.m.”
- SDOT will distribute flyers informing the businesses most directly affected of the proposed changes to load zones on NW Market between 20<sup>th</sup> Avenue NW and 24<sup>th</sup> Avenue NW.
- Workgroup members will review the proposed load zone changes in detail for the March workgroup meeting.
- SDOT will e-mail the workgroup Dave Janis’s contact information.

**NO PARKING ON 5400 BLOCK BALLARD AVENUE NW**

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Randy presented an updated version of the strategy to install “No Parking Mondays 2:30 a.m. – 5:00 a.m.” on the southwest side of the 5400 block of Ballard Avenue NW in order to allow existing streetcleaning services to clean all the way to the curb. This will reduce or eliminate leaves and debris from blocking the drains and causing flooding into adjacent businesses. At the last workgroup meeting, attendees asked that permanent signs be installed to restrict parking every week for streetcleaning, rather than have the community install temporary “No Parking” signs on select weeks during the fall when fallen leaves are at their peak. Randy indicated he would distribute flyers informing businesses and tenants on this block of Ballard Avenue NW of the change.

**PAY STATION INSTALLATION**

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Meghan Shepard presented information on the Pay Station project. The City plans to replace the majority of the 9,000 aging single-space parking meters by installing up to 1,600 pay stations over the next three years. During 2004, pay stations will be installed in the highest use areas in and adjacent to downtown: Pioneer Square, waterfront, retail core, and financial district as well as the Broadway, Pike-Pine and First Hill business districts and Chandler's Cove. In the Ballard area, pay stations will be installed at the Hiram E. Chittenden Locks in summer 2004. Meghan answered some general questions, and asked the workgroup for suggestions for community contacts for outreach.

Workgroup members expressed frustration at both losing a portion of the existing parking lot at the Locks to the Burke-Gilman Trail expansion and at having the remaining portion of the lot become paid parking. This is against the backdrop of having unsuccessfully attempted to persuade the City to develop a paid parking structure there just a few years ago. Members also expressed concern about the dual impacts of loss of parking spaces and installation of paid parking on the surrounding residential neighborhood streets. Attendees also expressed an interest in seeing the lot repaired and upgraded.

Meghan said the City had done a parking study last August (2003) of the surrounding neighborhood and that this will provide a "snapshot" of parking conditions prior to the changes this year. Attendees requested copies of the study, and Meghan also clarified that pay stations will be installed in the entire Locks lot as it currently exists, and that any adjustments due to the trail expansion will be made at that later time (expected to be Winter 2004/2005). Installing paid parking here will discourage users of the trail from parking in the Locks lot for long periods of time while they use the trail, and promote better turnover for Lock visitors.

#### **PROPOSED LOAD ZONE CHANGES ON NW MARKET**

Randy presented the draft proposal of changes to load zones on NW Market between 20<sup>th</sup> Avenue NW and 24<sup>th</sup> Avenue NW. The proposed changes had been developed after extensive interviews with businesses on these blocks and after consulting with SDOT staff. The workgroup generally agreed with the proposal, and will review it in detail for the next workgroup meeting.

#### **BALLARD NEIGHBORHOOD BIKING, BUSING, WALKING PROJECT**

Dave Janis spoke briefly about his interest in developing a Ballard Neighborhood Biking, Busing, Walking project. Dave has met with representatives of Ballard High School and the Ballard Chamber of Commerce, and is interested in making more connections in the community. The project will use the Neighborhood Matching Fund (once it is unfrozen) and will need significant neighborhood involvement and volunteers. Randy will e-mail the workgroup Dave's contact information.

The workgroup decided to meet again next month on March 19, 2004, at 8:00 a.m. at the Neighborhood Service Center.

**Meeting Adjourned**

## **Proposed Load Zone Changes**

### **On NW Market between 20<sup>th</sup> Avenue NW and 24<sup>th</sup> Avenue NW**

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**FEBRUARY 18, 2004**

#### **NORTH SIDE**

- 2010 (Bank of America): install a 3-minute passenger load zone space (7 a.m. – 6 p.m.) immediately west of the current truck-only load zone. This passenger load zone would serve both the customers of the bank's ATM and parents dropping off children for classes at the nearby Yun's Martial Arts center (2002 NW Market). The current truck-only load zone serves 2016 (Scandinavian Gift Shop) and, to some extent, 2000 (All the King's Flags).
- 2026 (Carnegie Restaurant/Library): change current 3-minute passenger load zone to 5 p.m. or 6 p.m. – 11:00 p.m. (currently it is 11:00 a.m. – 11:00 p.m. but restaurant does not open until 5:00 p.m.). This passenger load zone serves elderly customers of the restaurant. Also install a truck-only load zone in this space from 7 a.m. until the passenger load zone begins, and make this combined load zone a bit larger to better accommodate delivery vehicles. This truck-only load zone would serve businesses from here to 22<sup>nd</sup> Avenue NW, such as 2034 (Camera Tech), 2032 (Radio Shack), 2036 (the new Ben & Jerry's Ice Cream) and for various soda delivery trucks that often use the passenger load zones in front of 2044.
- 2034 (Camera Tech): remove the two 30-minute passenger load zone spaces and convert to 2-hour restrictions consistent with the rest of the block. Neither 2034 or the adjacent 2032 (Radio Shack) state that their customers particularly need 30-minute load zones, but both do need a truck-only load zone for delivery vehicles.
- 2044/2050 (Majestic Bay Theater/La Tienda): move the one 2-hour space (currently next to the curb bulb) east to be adjacent to the nearest other 2-hour spaces, and move the two 3-minute passenger load zone spaces and one 30-minute passenger load zone space west to be adjacent to the curb bulb. The 30-minute passenger load zone particularly serves customers of 2052 (Urban Dish Deli), and the 3-minute passenger load zones primarily serve 2044.
- 2204 (Starbuck's): change the current 30-minute passenger load zone to a 30-minute truck-only load zone. Delivery vehicles for 2204 (Starbuck's), 2202 (Lombardi's), 2206 (Romanza) all use this space because there is no nearby truck-only load zone, and managers/representatives from all these businesses expressed a need for a truck-only load zone. SDOT records shows that until about six months ago this space was a 30-minute truck-only load zone, but a change to a passenger load zone was requested – if possible SDOT staff will discuss this change with the person who made the request. Alternatively, explore converting passenger load zones around the corner on 22<sup>nd</sup> Avenue NW to truck-only.
- 2320 (MiYi Restaurant – now closed): Move the 30-minute passenger load zone here west to be next to the curb bulb at 24<sup>th</sup> Avenue NW, and move the 2-hour space currently next to

curb bulb (in front of 2322, Kitchen & Things) east to where the 30-minute passenger load zone in front of 2320 is. Convert this passenger load zone to a truck-only load zone to serve 2322, 2320 (whatever replaces MiYi), and 2318 (Metropolis Clothing).

#### **SOUTH SIDE**

- 2209 (Sonic Boom Records): consider converting the current passenger-only load zone to a truck-only load zone and making it a bit larger. 2209 and 2205 (Kristy's Scandinavian Gifts) would be better served by a truck-only load zone, but 2211 (Cookies) likes the passenger load zone. Alternatively, determine if a truck-only load zone exists or could be installed around the corner on 22<sup>nd</sup> Avenue NW to serve 2209 and 2205.
- 2313 (Anchor Tattoo): consider moving the two 30-minute passenger load zone spaces east to be next to the SPD-only space in front of 2305 (Ballard Neighborhood Service Center), and replacing them with 2-hour restricted spaces consistent with the rest of this block. Although 2313 say they have no particular need for passenger load zones, 2307 (Cobblestone Salon) very emphatically states those two passenger load zones are vital for their elderly customers. Moving them east would place them a bit closer to 2307 and may also serve customers of 2305, who often need about 30 minutes to conduct their businesses there. Also consider reducing the size to one 30-minute passenger load zone space instead of two.
- 2319 (Azteca Restaurant): explore the possibility of locating a truck-only load zone around the corner on Shilshole Avenue NW. Work with the tenants of 2319 to develop a viable load zone location with the goal of eliminating the current practice of their delivery vehicles parking on the sidewalk (usually for extended periods of 30 minutes or more).

#### **OTHER**

- 22<sup>nd</sup> Avenue NW at NW 56<sup>th</sup> Avenue (WA Mutual Bank): explore the possibility of installing 3-minute passenger load zone (7 a.m. – 6 p.m.) directly in front of the ATM on 22<sup>nd</sup> Avenue. This may not be possible since this block is metered.